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 Approved For Release 2006/04/14 : CIA-RDP82-00457R010100230003-5
 SECURITY INFORMATION REPORT

48
 COUNTRY Germany (Soviet Zone)

TOPIC Oranienburg Airfield

25X1

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 3 January 1952

REFERENCES

25X1

PAGES 5 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. On 30 November 1951, a radio installation with four masts was observed about 100 meters north of the road to Leegerbuch and about 600 meters north of the end of the runway. A three-axle [] radio truck was proceeding from the direction of the Oranienburg Weisse Stadt restricted area to the airfield. A radio mast covered with a tarpaulin was seen at the right side of this truck between the driver's cabin and its superstructure. (1) The vehicle was driven by a soldier who wore black-bordered blue epaulets.
2. Between 1 and 3 December, the ground personnel of the air unit which had come from Schoenwalde left the Weisse Stadt restricted area for an undetermined destination. The trains were boarded at the loading ramp of the Heinkel Aircraft Plant. The headquarters and the flying personnel of the unit remained in the restricted area. (2)
3. A wooden shed, probably a radio cabin or a guards' station, was observed east of Leegerbuch on elevated terrain. There was a radio installation consisting of a wooden cabin and four masts about 4.5 meters high north of the Leegerbuch-Eden highway. A tent occupied by a Soviet soldier was seen near the installation.
4. On 28 November, an estimated 22 type-27 or type-30 aircraft, 12 of which were counted, 5 twin-engine planes, and 1 twin-engine transport were observed at the field. There was no flying. (3) On the following day, the same aircraft were parked at the field. There was no flying [] observed.
5. Between 10 a.m. and 1 p.m. on 6 December, an estimated 24 type-27 or type-30 aircraft, 10 of which were counted, were observed at the installation. Four type-30 planes, which had no auxiliary fuel tanks [] one type-27 plane, also without auxiliary fuel tanks [] Air activity at the field was intense. []
6. On 24 November, the airfield area was not observed. There was no flying. Between noon and 2 p.m. on 28 November, there was no flying; visibility was about 6 km. Between 9:30 a.m. and 3:30 p.m. on 29 November, the following take-offs were observed at the field:

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The type-30 planes had no auxiliary fuel tanks while the type-27 aircraft were fitted with auxiliary fuel tanks. At the beginning of the observation there was a 3/10 degree of cloudiness and a visibility of 10 km. Later visibility was reduced to 6 km, and the sky became overcast, the cloud base being at an altitude of 1,000 meters. There was a strong wind from the north-west which turned to the west. The take-offs all of which were observed were made on the main runway from south to north. At 3:30 p.m. on 29 November, 28 type-27 or type-30 planes, 3 twin-engine aircraft, and 1 LI-2 were observed at the field. The area just west of the large hangar, the doors of which were closed, could not be observed.

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No Change in Class. ☐ 25X1
☐ Declassified
Class. Changed To: TS S (D)
Auth.: HR 70-2
Date: 20 Aug 1978
3000-100-230003-5

The type-30 planes were not fitted with auxiliary fuel tanks, while the type-27 planes were provided with auxiliary fuel tanks. Flying continued up to 2 p.m. [REDACTED]

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- 25X1
9. On 10 December, aircraft parked at the field included 31 type-27 or type-30 planes, 3 type-B-25 planes, and 1 LI-2. There was no flying. Twenty-three boxcars were observed on the spur track. On 13 December, the same number of planes was observed at the field as on 10 December. The radio installation with four masts, previously observed south of Eden, was gone. (4) About 35 crates, each 0.6 x 0.5 x 1.2 meters, and 15 barrels were unloaded from the 23 boxcars on the spur track. [REDACTED]

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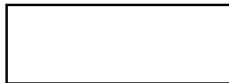
[REDACTED] Comments.

- (1) For sketch of radio truck, see Annex. The radio truck differs from previously observed radio trucks by the position of the radio mast which is between the driver's cabin and the box-like superstructure. The radio mast was generally observed at the rear wall of the vehicle.
- (2) The personnel mentioned are the ground personnel of an air reconnaissance regiment. [REDACTED] the personnel were transferred by rail to Jueterbog in early December 1951. The transfer of the flying elements of the regiment has not been observed to date.
- (3) According to the present report [REDACTED] the field is still occupied by a bomber regiment and an air reconnaissance regiment. The latter regiment is possibly engaged in training flights with type-27 or type-30 planes. 25X1
- (4) The radio installation is the Adcock DF station [REDACTED] 25X1
[REDACTED] The installation may have been removed because of a planned transfer of the units. There is activity indicating the transfer of the air reconnaissance regiment and the bomber regiment to Wesen-Brand airfield.
- (5) The crates and barrels may be minor supply deliveries.

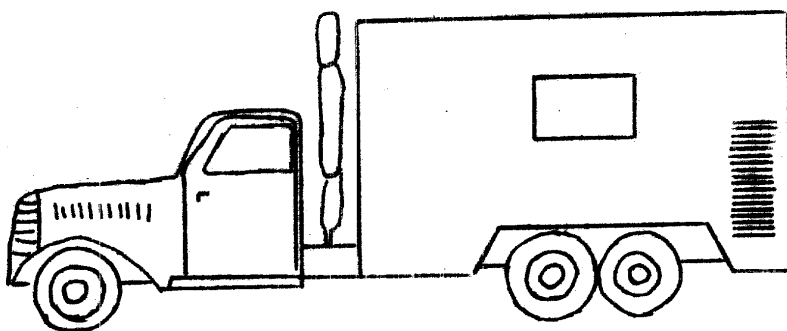
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Annex



Radio Trucks Observed at Oranienburg Airfield



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